

MARINE HOSPITAL SERVICE

JANUARY 13, 1925.—Referred to the House Calendar and ordered to be printed

Mr. LEA of California, from the Committee on Interstate and Foreign Commerce, submitted the following

REPORT

[To accompany S. 2232]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (S. 2232) to amend section 2 of the act approved February 15, 1893, entitled "An act granting additional quarantine powers and imposing additional duties upon the marine hospital service," having considered the same, report thereon with a recommendation that it pass.

The object of the amendment proposed by this act is to facilitate transportation by vessels operating between foreign ports on or near the northern frontier of the United States and ports in the United States, by eliminating some unnecessary regulations.

In substance the present law requires that any vessel clearing a foreign port for the United States shall obtain from an American consular officer, or properly detailed medical officer, a bill of health showing the sanitary condition of the vessel and that it has complied with rules and regulations as to sanitary conditions of the vessel, its cargo, passengers, and crew. Inspection is required of the officer who issues such certificate.

The present law (as amended February 27, 1921) makes an exception as to "vessels plying between foreign ports on or near the frontiers of the United States and ports of the United States adjacent thereto."

The proposed amendment would further exempt vessels "operating exclusively in trade between foreign ports on or near the northern frontier of the United States and ports in the United States." In other words, the proposed exemption will run in favor of vessels to all ports in the United States from such northern frontier and not solely in favor of "adjacent" ports.

At the present time an American vessel engaged exclusively in coast trade running from Seattle to San Francisco, if it touched at

Victoria in British Columbia, would be required to go to the expense, delay and trouble of securing a bill of health at that port. After the enactment of this amendment such a vessel would not be required to carry a bill of health unless the Secretary of the Treasury deemed it expedient for the preservation of the public health and so required it.

The bill has the approval of the Treasury Department, as will appear by the letter attached and which is made a part of this report.

TREASURY DEPARTMENT,
Washington, February 1, 1924.

Hon. WESLEY L. JONES,
Chairman Committee on Commerce, United States Senate,
Washington, D. C.

MY DEAR SENATOR: I have the honor to acknowledge the receipt of your communication of January 29, 1924, inclosing a copy of S. 2232, a bill to amend section 2 of the act approved February 15, 1893, entitled "An act granting additional quarantine powers and imposing additional duties upon the Marine Hospital Service," and requesting suggestions thereon.

In reply, I beg to state that the effect of the passage of this bill will be to expedite the business of certain American steamship lines engaged in coastwise commerce which have found it advantageous to touch at foreign ports, such as Victoria and Vancouver, British Columbia, near the northern frontiers of the United States. Under existing law and regulations, vessels engaged in this commerce are required to obtain bills of health and await quarantine inspection if their itinerary includes ports beyond those that may be classed as adjacent to the border. Inasmuch as the proposed law will not jeopardize in any way the public health of the United States, it is recommended that the same be enacted.

Respectfully,

A. W. MELLON,
Secretary of the Treasury.

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